

Memorandum**To:** CHAIR AND COMMISSIONERS**Date:** June, 2010
From: BIMLA G. RHINEHART**File:** Reference No. 4.8

Executive Director

ACTION

Ref: Amendment to the Corridor Mobility Improvement Account Program**ISSUE**

Should the Commission approve the proposed amendment to the Corridor Mobility Improvement Account (CMIA) Program?

RECOMMENDATION

Commission staff recommends that the Commission approve the proposed amendment to the CMIA Program as attached to this memorandum.

BACKGROUND

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 was approved by the voters as Proposition 1B on November 7, 2006. Proposition 1B authorized \$4.5 billion in general obligation bond proceeds to be deposited in the Corridor Mobility Improvement Account (CMIA). Funds in the CMIA are available for performance improvements on the state highway system, or major access routes to the state highway system on the local road system, that relieve congestion by expanding capacity, enhance operations, or otherwise improve travel times within these high-congestion travel corridors. Under the Bond Act, bond proceeds are available, upon appropriation by the Legislature, for allocation by the Commission for projects included in the CMIA program.

The Commission adopted the initial CMIA program of projects on February 28, 2007. Many of the projects awarded for construction since the adoption of the initial CMIA Program have accrued substantial project cost savings. In order to address these project cost savings, the Commission adopted Supplement 2 to the CMIA and SR 99 Accountability Implementation Plan in December 2009. The purpose of Supplement 2 was to clarify and expand the Commission's policy regarding project cost savings for CMIA and SR 99 projects and to communicate to project sponsors and implementing agencies how project cost savings will be administered by the Commission. Supplement 2 reflected the Commission's intent to program the project cost savings to eligible projects nominated but not programmed in the initial CMIA Program and/or to enhancements to existing CMIA projects.

CMIA project cost savings accrued and available through March 2010 were \$194.8 million in the North and \$79.8 million in the South. The project cost savings in the North did not include the savings from the Caldecott Tunnel project and the Sonoma 101 (Wilfred) project which were still subject to review and confirmation.

Given the level of accrued savings, the Commission approved an amendment to the CMIA Program at the May 2010 Commission Meeting, programming \$181.6 million in the North and \$79.6 million in the South.

Subsequent to the May 2010 Commission Meeting, Commission staff worked with the Department and the Metropolitan Transportation Commission (MTC) to determine the project cost savings available from the Caldecott Tunnel project and the Sonoma 101 (Wilfred) project. Based on this review, an additional \$40.1 million in project cost savings in the North is available for programming by the Commission (see Schedule 2).

Commission staff reviewed the projects nominated in the North not programmed at the May 2010 Commission Meeting in accordance with the CMIA Guidelines. Staff also considered the rankings of the Department of Transportation and the scheduled delivery date of the nominated projects. Based on this review and the additional programming capacity available due to project cost savings from the Caldecott Tunnel project and the Sonoma 101 (Wilfred) project as documented in Schedule 2, Commission staff recommends that the CMIA Program be amended as noted in Schedule 1 attached to this memorandum.

**California Transportation Commission
Adoption of the Amended Program of Projects for the
Corridor Mobility Improvement Account (CMIA)
June 30, 2010**

Resolution CMIA-P-0910-02

- 1.1 WHEREAS the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 was approved by voters as Proposition 1B on November 7, 2006, and
- 1.2 WHEREAS the Bond Act includes a program of funding from \$4.5 billion to be deposited in the Corridor Mobility Improvement Account (CMIA), and
- 1.3 WHEREAS the funds in the CMIA are to be available to the California Transportation Commission (Commission), upon appropriation in the annual Budget Act by the Legislature, for allocation for performance improvements on the state highway system or major access routes to the state highway system, and
- 1.4 WHEREAS the Commission adopted the initial CMIA program of projects on February 28, 2007, and
- 1.5 WHEREAS the projects awarded for construction since the initial adoption of the CMIA program have accrued substantial award savings, and
- 1.6 WHEREAS the Commission adopted Supplement 2 to the CMIA and Route 99 Accountability Guidelines on December 9, 2009 to address these award savings, and
- 1.7 WHEREAS Supplement 2 to the Accountability Guidelines reflects the Commission's intent to program the award savings to eligible projects nominated but not programmed in the initial CMIA program and/or to enhancements to existing CMIA projects, and
- 1.8 WHEREAS project cost savings accrued and available through March 2010 were \$194.8 million in the North and \$79.8 million in the South, and
- 1.9 WHEREAS the project cost savings in the North did not include the savings from the Caldecott Tunnel project and the Sonoma 101 (Wilfred) project, and

- 1.10 WHEREAS the Commission approved an amendment to the CMIA Program at the May 2010 Meeting, programming \$181.6 million in the North and \$76.6 million in the South, and
- 1.11 WHEREAS an additional \$40.1 million in project cost savings in the North from the Caldecott Tunnel project and the Sonoma 101 (Wilfred) is currently available for programming by the Commission,
- 1.12 WHEREAS Commission staff reviewed the projects nominated in the North not programmed at the May 2010 Commission Meetings and published their recommendations for additional programming, and
- 1.13 WHEREAS the Commission has considered comments regarding the staff recommendations, and
- 2.1 NOW THEREFORE BE IT RESOLVED THAT the Commission hereby adopts the amended CMIA program of projects for CMIA funding as presented by Commission staff, and
- 2.2 BE IT FURTHER RESOLVED THAT, the Commission's approval of project funding is only for the cost of construction, and
- 2.3 BE IT FURTHER RESOLVED THAT the Commission finds that the inclusion of each of the projects in the amended program is based on a demonstration that the project meets all of the following criteria:
 - a. Is a high-priority project in the corridor as demonstrated by its nomination by regional agency and its recommendation by the Department of Transportation;
 - b. Can commence construction or implementation no later than December 31, 2012;
 - c. Improves mobility in a high-congestion corridor by improving travel times or reducing delay, improves the connectivity of the state highway system between rural, suburban, and urban areas, or improves the operation or safety of a highway segment;
 - d. Improves access to jobs, housing, markets, and commerce;
- 2.4 BE IT FURTHER RESOLVED THAT the Commission finds that the adopted amended program is (a) geographically balanced, consistent with the 40% north/60% south split of Streets and Highways Code Section 188, (b) provides mobility improvements in highly traveled or highly congested corridors in all regions of California, and (c) targets bond proceeds in a manner that provides the increment of funding necessary to provide the mobility benefit in the earliest possible timeframe, and

- 2.5 BE IT FURTHER RESOLVED THAT consistent with Resolution CMIA-G-0708-001, the Commission directs the implementing agency, within three months of the adoption of the amended program, to submit an executed project baseline agreement, which sets forth the project scope, benefits, delivery schedule, and the project budget and funding plan as a basis for project delivery monitoring, and
- 2.6 BE IT FURTHER RESOLVED THAT the Commission will not consider approval of a project allocation prior to the execution of a project baseline agreement, and
- 2.7 BE IT FURTHER RESOLVED THAT the Commission finds that any increases in cost estimates from CMIA amended program adoption to finalized cost estimates are the responsibility of the nominating agencies, and
- 2.8 BE IT FURTHER RESOLVED THAT the Commission requires the implementing agencies and the Department of Transportation to meet the requirements of Government Code Section 8879.23(c)(1), as added by Proposition 1B, and to Government Code Section 8879.50, as enacted through implementing legislation in 2007 (Senate Bill 88 and Assembly Bill 193), and
- 2.9 BE IT FURTHER RESOLVED THAT the Commission requires the implementing agencies and the Department of Transportation to adhere to the California Transportation Commission's CMIA Guidelines and Accountability Implementation Plan.

Schedule I
CMIA SAVINGS
Programming Recommendations
June 2010
(Dollars in Millions)

RECOMMENDATIONS FOR ADDITIONAL NORTHERN CALIFORNIA SAVINGS/JUNE 2010

Dist	Cnty	Rte	Project Description	CMIA Request	Total Project Cost	Constr. Start	Recommend Amount	Notes
4	Sol	80/680/12	I-80 WB/SR 12 WB Connector	\$24.0	\$111.0	Mar-12	\$24.0	
4	Son	101	North Project - Phase B; Airport IC Imps.	\$22.2	\$45.8	Dec-11	\$22.2	
Total Recommended for June 2010 Programming, Northern California							\$46.2	

PROGRAMMED FOR NORTHERN CALIFORNIA SAVINGS/MAY 2010

Dist	Cnty	Rte	Project Description	CMIA Request	Total Project Cost	Constr. Start	Programmed Amount	Notes
3	ED	50	HOV Lane extension	\$3.5	\$7.0	Jun-10	\$3.5	Programmed May 2010
4	Son	101	Central Project - Phase B; add HOV Lanes	\$22.8	\$25.0	Oct-10	\$22.8	Programmed May 2010
3	Sac	80	HOV Lane - Across the top	\$65.0	\$74.0	Mar-11	\$65.0	Programmed May 2010
10	SJ	5	I-5 HOV widening and CRCP Project	\$42.5	\$119.5	Feb-11	\$42.5	Programmed May 2010
2	Sha	5	South Redding 6-lane	\$22.5	\$43.8	Mar-11	\$22.5	Programmed May 2010
4	Ala	84	Expressway	\$20.0	\$127.0	Jan-11	\$20.0	Programmed May 2010
3	But	32	Highway Widening	\$6.4	\$3.4	Oct-10	\$3.4	Programmed May 2010
4	Marin	Narrows	Marin/Sonoma Narrows Phase 2	\$1.9	\$2.3	Dec-11	\$1.9	Programmed May 2010
Total Programmed for Northern California/May 2010							\$181.6	

Total Programmed & Recommended, Northern California							\$227.8	
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PROGRAMMED FOR SOUTHERN CALIFORNIA SAVINGS/MAY 2010

Dist	Cnty	Rte	Project Description	CMIA Request	Total Project Cost	Constr. Start	Programmed Amount	Notes
5	SLO	101	Santa Maria Bridge	\$31.6	\$57.7	Feb-10	\$31.6	Programmed May 2010
11	SD	15	Mira Mesa Direct Access Ramp	\$56.5	\$56.5	May-11	\$40.2	Programmed May 2010
6	Tul	198	Plaza Drive IC/Aux Lanes	\$7.8	\$22.9	Jul-11	\$7.8	Programmed May 2010
Total Programmed for Southern California/May 2010							\$79.6	

